

to the person who gave it to me. I have never seen or heard anything of it since.

Q. Why did you give away the stock after it was given to you without getting anything for it? A. Because I understood I was not to be a director of the company any longer.

Q. Is it not a fact that you know that the only purpose in giving you the stock was to allow you to qualify as a director? A. Yes.

Q. Do you know what a dummy director is? A. Yes.

Q. You heard that term often in the offices of the Corporation Trust Company? A. Yes.

Q. You have often been a dummy director? A. Fifteen or twenty times.

The witness said that he wished Mr. Untermyer would use the term "temporary director" instead of "dummy director."

Mr. Untermyer asked if the witness, acting as a dummy director, ever used any individuality in voting. The witness did not remember that he had.

Preparatory to a directors' meeting, the witness said, a bundle of papers was placed in his hand. This was his "little book," and he had two hours to study it before the directors met. He did not know who prepared this guiding manuscript, nor remember who gave them to him. It contained the resolutions to be voted and they were voted. The papers handed to Mr. Seward came from the office of Alexander & Green, counsel for the Trust.

#### THINKS PLANT IS AT HOMESTEAD.

Q. Do you know where the Bethlehem Steel Works are? A. I have an idea that they are at Homestead.

Q. Would you be surprised to learn that they are in Bethlehem? A. Not at all.

"Well," said the lawyer, "I think you will find them there."

Q. Had you any more information about the Bethlehem steel plant and the other plants that you purchased with \$71,000,000 worth of securities than the average schoolboy? A. As I don't know how much a schoolboy knows, I cannot answer.

Q. Do you know where the Harlan & Hollingsworth steel plant is situated? A. Somewhere on the Eastern coast of the United States.

Q. Is that all you know about the plant? A. I have seen one of their plants on a Hudson River steamboat.

Q. Would you be surprised to learn that they are in Bethlehem? A. Not at all.

Q. Didn't you know that this plant built cars when you acquired it as a director of the Shipbuilding Company? A. I don't remember that I did.

Mr. Untermyer continued sounding for the depth of Director Seward's ignorance of the business of the United States Shipbuilding Company. The witness said he did not even know whether or not the trust employed counsel. After a score of questions, which Seward answered evasively, Mr. Untermyer turned the witness over to Mr. Guthrie, counsel for the defendant.

Mr. Seward brought out the remarkable fact that not only had Mr. Seward been a director of the shipbuilding company, but between June 24 and Sept. 23, 1902, he had been Secretary and Treasurer of the trust, though he "owned" but one share of stock in the company and knew practically nothing about its affairs.

"Did you receive any compensation for your services as director?" asked Mr. Untermyer, taking the witness again.

Q. How much did you receive for your arduous services in purchasing \$71,000,000 worth of steel plants? A. Twenty dollars.

Q. Did you consider \$20 adequate recompense? A. I did.

"If the amount of stock issued was \$71,000,000 would you have acted as you did?"

#### REFUSED TO ANSWER.

The witness refused to answer the question upon the advice of Mr. Guthrie, whereupon Mr. Untermyer asked that it be spread upon the record that he recommended that the witness be committed for contempt of court.

After identifying a library of minutes of stockholders, and directors' meetings, Mr. Seward was excused and Horace S. Gould, assistant secretary of the Corporation Trust Company of New Jersey, was called.

Mr. Gould, a very young man, testified that he was one of the incorporators of the Shipbuilding Company. He did not remember who asked him to be an incorporator. He was an incorporator of so many companies that he could not remember. The name Gould was valuable as a name in a list of incorporators.

Mr. Untermyer went into the details of the incorporation of the Shipbuilding Trust.

#### AN INCORPORATOR, BUT WHY?

Kenneth K. McLaren, director and secretary of the Corporation Trust Company, was called. Mr. McLaren was also one of the incorporators of the Shipbuilding Company, but he did not know how or why he was an incorporator. Mr. McLaren admitted that his company was in the business of furnishing directors and incorporators, and when an employee was told that he was a director or an incorporator he accepted the fact without question and did as he was instructed.

Lewis Nixon was called and sworn, but Mr. Guthrie objected to beginning with a new witness so late in the afternoon. An adjournment was taken until Wednesday morning at 11 o'clock.

## MRS. LAMAR WEEPS WHILE IN COURT

(Continued from First Page.)

Q. You feel quite indignant about this arrest? A. Explain yourself, please.

Q. Well, did you get hot under the collar over Monk Eastman's arrest? A. Sure, I got hot; I see the arrest—I see it with my own eyes. I support my old mother and I go to see her all the time. I was going to Lyons's restaurant, on the Grand, on the 10th, when Eastman arrested me.

Q. Where was that? A. On the Bowery. Eastman was with a gentleman from headquarters. He used to be a friend of mine in the precinct where I worked.

Q. Where were you last Thursday night? A. At the Astor House.

Q. Who was with you? A. Mr. Wilson and Mr. Armstrong.

Q. Did they put some questions to the witness? A. Yes.

Q. If a man stays at your hotel over night when do you get your money? A. Well, if he has appearances to wait till the next day.

"Monk" is offended.

Edward S. Rue, clerk of the Grand Jury, was called by Mr. Foster to deny Eastman's story that Pay and McMahon had offered him money to tell in court what they wanted him to say.

Detective-Sergeant Frank B. Morris was called by the prosecution to relate Eastman's story about how the third degree was given to him in McMahon's office when the arrest was made.

The "Monk" declared that they had 14 men in line with detectives and that any one could pick out a detective. He said he didn't get a chance.

Q. Did you see any of the 14 men in line? A. Yes, I saw them all.

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## SENATOR PLATT AND MRS. JANEWAY WERE QUIETLY MARRIED LAST SUNDAY AT THE HOLLAND HOUSE.

Photo by A. DuPont



Senator and Mrs. T.C. Platt.

Photo by Davis and Sanford, N.Y.

## WOMEN CHARGED WITH KIDNAPPING

Parents Demand Possession of Child and Extradition Papers Asked by New Jersey Authorities for Two Sisters.

HARTFORD, Conn., Oct. 15.—A hearing on a request from New Jersey authorities for the extradition of two Hartford women, Mrs. Dora Williamson and her sister, Miss Annie D. Palmer, was ordered by Acting Governor Robert W. Taft yesterday.

The women were charged with the kidnapping of Agnes McGilone, the eight-year-old daughter of Patrick McGilone, of Carlton, N. J. In 1897, according to a statement made by counsel for Mrs. Williamson, the child, then two years old, was injured in a trolley accident in Newark, and while in a hospital there was cared for by Miss Palmer, who became greatly attached to her.

When the girl recovered, Miss Palmer brought her to this city for a visit at the home of the Williamsons. The latter desired to adopt the McGilone child, and it is claimed an agreement of adoption was reached by which the girl was to remain at the Williamsons until she was sixteen years old.

Since last June, however, the parents of the child have been endeavoring to regain possession of her.

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## WOMEN FAINT IN ACCIDENT ON 'L'

Car Filled with Passengers on Third Avenue Line Comes Near Plunging Into Street Through Breaking of an Axle.

Scores of passengers on the Third Avenue elevated road feared for several minutes about 12 o'clock to-day that they would be thrown from the elevated structure to the sidewalk. Their fright was due to the breaking of an axle of the car in which they were imprisoned, and the leaning of the front end of the car over the "L" structure.

The accident happened between Sixty-second and Sixty-third streets. The train, which consisted of five cars, was running south at the usual speed, when suddenly the front axle of the last car broke, and the jar caused the coupling between the car and the one ahead of it to break.

The passengers in the car were jostled considerably, due to the thumping of the wheels over the ties, and many of the women fainted. There was a scramble to get to the front door, but several cooler men quieted their companions by assuring them that the car would not fall to the street.

The guard stationed between the fourth and fifth cars, who was standing on the platform of the former car when the accident happened, brought the train to a standstill and caused it to be backed up to the damaged car. The passengers were transferred with little difficulty and the train continued on its way down town.

The work of transferring the passengers was witnessed by a large crowd from the sidewalk below, but they could offer no assistance.

It was more than an hour after the accident before the company was able to resume traffic on the south-bound track.

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